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[a1351]

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TELEGRAPHIC ADDRESS "COMFORT,"  
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Hongkong, 1st September, 1910. [a43]

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Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
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Hongkong, 4th December, 1907. [a32]

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**REASONABLE RATES.**  
WM. FARMER  
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**BIJOU SCENIC  
THEATRE.**  
**TO-NIGHT! TO-NIGHT!!**  
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6 Brilliant Moving Pictures 6  
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POUR LES PRINCES	3.50	" "
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propose doing on the occasion, for a Naval and Military display is expected on such an occasion above all things. Our correspondent also makes a suggestion in this connection which fits in with one that we had intended to offer, when he suggests that if a review of the Forces takes place "the saluting point of His Excellency could appropriately be fixed at the Statue of the King himself, and a proclamation, or address, or something of that description by His Excellency would form a fitting finale to an imposing display." The suggestion which occurred to us was that after the Service in the Cathedral the public should gather on the Parade Ground or in the Theatre and pass a resolution requesting His Excellency the Governor to transmit to Their Majesties the King and Queen the congratulations of the community on the auspicious event, and their wishes for a long, prosperous and happy reign: His Excellency will doubtless send such a message in any case, but it would be such an easy matter to arrange a mass meeting of the community to voice their sentiments in the terms of a resolution, and it certainly appeals to the imagination as a fit and proper thing to do on the occasion. The spectacle of such a meeting being associated with a military review in Royal Square would be imposing and impressive, and we commend it to the consideration of the Committee. We have always to remember in this connection the tropic weather of the month of June, but there is no need to expose the troops to the fierceness of the mid-day sun. As in Hongkong we are more than seven hours in advance of Greenwich time, what objection can there be to arranging such a gathering for late in the afternoon? In all other respects we think, having regard to the explanations made at the public meeting, it will be generally considered that the skeleton programme is as satisfactory as it is possible to make it, and that it assures a celebration of the historic event such as will long dwell in the memory of all who participate in the rejoicings.

Captain Maribel, of the French steamer *Paul Beau*, leaves for a vacation in his homeland next week.

Mr. E. C. Lewis has been appointed to act as Postmaster-General during the absence of Mr. McI. Messer.

Mr. Leung at Government House this afternoon.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Rev. H. R. Wells ... \$15

Mr. Chang Su-ho, who has been the owner of the Gardens bearing his name at Shanghai since their opening more than twenty years ago, has sold the Gardens, with the houses thereon, to Mr. Chen Tui-fu, managing director of the Hupai Cement Works.

We are desired to state that on the occasion of Lady Lugard's weekly "At Home" to-morrow, Mr. Timmerscheidt, accompanied by Mr. Danenberg, has kindly consented to play the whole of the Czarfrank Sonata, and Mr. Deenan Fuller also has most kindly promised to play.

At the Magistracy yesterday a Chinese who had been arrested with 539 tins of loose opium in his possession in Connaught Road was fined the maximum penalty of \$1,000, or three months in prison. Mr. Hogarth, excise officer, told his Worship that there was a considerable traffic in loose opium in the Colony.

Mr. Lai Han Mao will give a lecture at the Chinese Y.M.C.A. this evening at 8 o'clock, on the Schools of Peking. Mr. Lai has been attending school in Peking for a number of years and is now on his way to America to take a place in the Legation at Washington, D.C. This is the second of the series of lectures on the Great Universities of the World.

The return of visitors to the City Hall Library and Museum for the week ending the 16th April—(exclusive when the doors were closed on Good Friday and Saturday last)—shows that of non-Chinese there were 244 to the Library and 118 to the Museum, and of Chinese 110 to the former and 1,336 to the latter. The Library was, therefore, used by 354 persons and the Museum by 1,454.

There is said to be talk in China about moving the Imperial Court from Peking to Asian. The latter is the place to which the Imperial Family retired on the occasion of the capture of Peking by foreign troops after the Boxer troubles. According to the telegraph the reasons underlying this idea are two. One, the less important, is that it is in contemplation to build a palace for the Empress Dowager, and Hsian is thought a more convenient site than Peking. The other is that the Russo-Japan spectre has cast its shadow over the present capital, and the Court desires to emerge into the sunshine of Shensi. This story needs a good deal of confirmation. The collateral issues are of great magnitude.—*Japan Mail*.

## TELEGRAMS.

[Protected by the Telegraph Message  
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["DAILY PRESS" EXCLUSIVE SERVICE.]

## CHINA'S LOAN.

T. Kyo, April 19th.

The condition in the international loan by which China pledges the revenues of Manchuria is much criticised in Japan. It is regarded as a diplomatic coup on the part of China, which will rouse much resentment here.

[ROUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## THE VETO BILL.

LONDON, April 18th.

The House of Commons has adopted the first clause of the Veto bill by 143 votes against 73.

## THE COLONIAL SECRETARY OF HONGKONG.

LONDON, April 18th.

The appointment of Mr. W. D. Barnes, Resident at Pahang, as Colonial Secretary of Hongkong is gazetted.

## JAPANESE ADMIRAL TO BE AMERICA'S GUEST.

LONDON, April 18th.

It is reported from Washington that Admiral Togo has accepted the invitation of the United States Government to be the guest of the American nation when returning from the Coronation of His Majesty the King.

## FRENCH PRESIDENT ON TOUR.

LONDON, April 18th.

A message from Rivarville at that port.

The British, Italian and Spanish warships in the harbour saluted him, and later the Bey of Tunis and the French Resident boarded the French battleship by which the President travelled and greeted him.

## THE WAR IN MEXICO.

LONDON, April 18th.

It is reported from New York that the battle of Aguaprieta is ended.

The rebels withdrew secretly, and the Federal troops moved into the town at dawn.

A Washington message states that the Mexican Government has assured President Taft that the experiences of Aguaprieta will not be repeated.

## PREVENTION OF ALIEN CRIMES BILL.

LONDON, April 18th.

In the House of Commons Mr. Winston Churchill has introduced a Prevention of Alien Crimes Bill.

A Pistols Bill is also to be introduced, by which the police will be empowered to search aliens for arms.

## PEKING'S LAST LOAN.

The *Shanghai Times* learns that the loan of \$10,000,000 to the Board of Posts and Communications by the Yokohama Specie Bank has been made on account of business brought to bear upon this Board by the Board of Finance. When the Peking-Hankow Railway was bought back from the Belgian Syndicate, part of the funds were obtained by a loan from the Board of Finance of Tls. 5,000,000. This loan has been outstanding for several years. Since the formation of the new Naval Board, and the appropriation of Government funds for the building up of a Navy, the Board of Finance has found great difficulty in furnishing funds for naval purposes. It was finally decided that the Board of Communications should be asked to repay the Peking-Hankow Railway loan, and that the Board of Finance should use this money for the purposes of the Naval Board. The Board of Communications, finding it impossible to repay this sum, contracted the loan with the Yokohama Specie Bank, giving the Peking-Hankow Railway as security for its repayment.

The second performance of "The Balkan Princess" by the Bandmann Company was well attended last night.

## A CHINESE PILGRIMAGE.

## THE FESTIVAL AT CHEKWAN.

The Easter Holidays this season synchronised with the Chinese festival of Tien Hou, the Queen of Heaven, Holy Mother, and Goddess of Sailors, and foreign residents had opportunities of witnessing the pilgrimage to Chekwon under more favourable conditions than usual, but the small number who took advantage of these suggest that the absorbing interest of the event and the pleasure of the journey by steamer are not sufficiently well known. Were the public aware that the visit to Chekwon on such an occasion constitutes an experience seldom repeated in the lifetime of the ordinary European in Hongkong, the excursions promoted by the river shipping companies would be more extensively patronised than they are by Europeans.

It was my good fortune to make the trip on Tuesday on board the steamer *Fushan*. Like all the others which were preparing for the same journey or had actually started, the ship had flags fluttering from stem to stern, while musicians on board attracted and repelled according to the race of the hearers. The Chinese appreciated the volume of sound. The Europeans might have been interested, but they certainly were not enthusiastic, and when the music ceased and the band retired their applause was undoubtedly sincere. The first of the squadron for Chekwon cast off about eight o'clock, and within half an hour no fewer than eight steamers were on the way. An occasional launch with a big junk in company was overtaken, each of the vessels being crowded with Chinese, and a rough estimate of the passengers in that area of water bound for the temple dedicated to Tien Hou would place the total at well over ten thousand. Fortunately the weather was all that could be desired. The breeze was bracing, and the sunshine was genial, giving an added touch of brilliancy to the architecture which forms such a lovely setting for Hongkong. The secluded bays sheltering little villages, the grassy uplands, the well-tiled fields formed a beautiful coast-line, and as the eye travelled from these to the mountain peaks so proudly raised into the clear sky and dominating the scene one unconsciously rendered worship to Nature. Even the most unemotional and unimaginative cannot remain unresponsive to the beauty of such surroundings, and most people in Hongkong who have journeyed to Canton or who have visited some of the farthermost bays by launch have at one time or other paid their tribute of admiration. The picture on the water was no less interesting. Eight steamers, with the *Fushan* as a leader, starting lying well behind, introduced more animation than usual to the scene. Curiously enough, not a sail was anywhere in sight. Steam was supreme. Lines of smoke trailed across the sky, but none were near enough to be annoying.

Having appreciated the view, one naturally turned to see the rights revealed by a perambulation of the steamer. There were a few Chinese travelling first class. They knew how to "do themselves well." In the second class the travellers were more numerous. They were mostly women, young, middle-aged and elderly, and most of them were eating or chewing something. Down below, the numbers were greater, and the amusements were more diversified, music, story-telling, and dominoes having attractions for a large proportion. Unlike the usual sight on board river steamers, nobody seemed to compose themselves to sleep. The interest in the excursion was too keen for that. Two hours' pleasant sailing found us at Chekwon. A line of junks, some decorated, lay close to the shore. Further out were the steamers from Hongkong and Canton. Revenue cutters flying the yellow dragon reminded us that we had passed into Chinese territory. Launches busily plied from ship to shore and the scene was not lacking in animation. We reached the shore and began our pilgrimage. Wonder succeeded wonder. With that marvellous skill which the Chinese possess in subjecting the bamboo to a variety of uses, they had not only constructed a roadway over the marshy flats, but had erected stalls on either side, roofing it over, thus forming an arcade right up to the very gates of the temple. This arcade covered somewhere about four hundred yards. It was the only approach to the temple from the sea, and when it is remembered that Chinese swarmed there in tens of thousands every day some idea of the throng will be obtained. Yet, whether it was accidental or by design, the congestion was not so great as might have been expected. The people seemed to make a point of passing up the one side and down the other. Policemen and soldiers, slowly and ill-attired as only Chinese are, held the route, but they seemed to have no occasion to exert themselves. The first impression on stepping into this arcade was one of indescribable confusion and indescribable smells. But amid all the noise and bustle there was some semblance of arrangement. The movement of people was orderly and no congestion took place. The sale of joss sticks and other offerings was brisk; as was also that for the paper mache roosters; in fact nobody returning from the temple seemed to be content to possess less than half a dozen. Then the pictures of various deities were greatly in demand. Of course there were eating-houses galore, and in one place the word "beer" stood out with almost startling distinctness. But the most disagreeable feature of the journey through the arcade was passing the horde of mendicants who lined the route. They were too ghastly to observe, and one was glad to look the other way.

Arrived at the temple, a scene not often witnessed by the European was presented. The temple, whose main features could not be distinguished for the madding which surrounded it and the mass of people which thronged it, emitted smoke and was filled with an indescribable din. The principal features of the interior were joss sticks, joss sticks and other offerings, being burned, huge candelons consuming rubbish, priests in attendance. No reverence, no devotion such as is understood by the Western mind. There was a perpetual pushing and crowding. Women, with difficulty, cleared a space in which to make their offerings, to light their joss sticks. Others again were in front of altars. But there was no order here. Siphur fumes filled the air, and made one gasp for breath. Dust and burning paper fell on the faces and hands. Furnaces emitted a heat which made one wish to be more distant. It was interesting but unpleasant. The women seemed to take a pride in showing the dirty mark on their foreheads which showed that they had "bobbed" their heads on the ground in the temple, but none of the men seemed to care for this distinction. They were doubtless content to pray for good health and wealth. A visit to the hilltop behind gave welcome relief and a beautiful view. Refreshed with this return journey was made in more comfort, and once the *Fushan* was reached the attentions of the captain and his staff made us realise that the trip had decided compensations. It was, as I have said, an experience, and no one who has the opportunity should miss seeing this festival at least once in their lifetime.

## SIGHTSEER.

## CORRESPONDENCE.

## THE LOCAL CELEBRATION OF THE CORONATION.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

Hongkong, April 18th.

SIR,—The skeleton programme of the Coronation festivities submitted for public approval hardly seems to me to be an ideal one.

It may be that practical considerations not apparent to me render what might be considered an ideal programme impossible of attainment, and the following suggestion may be taken as being made subject to this contingency. To take the case of the entertainment of the children first. The programme appears to contemplate the children being gathered together in their schools, given an address, presented with a medal, and then given tea and refreshments.

The idea of an "address" in connection with the entertainment of children assembled in school does not appeal to me. It savours too much of a lecture. It must be remembered, too, that the children will be of ages ranging from 30 or thereabouts to a much more youthful age, and what might be understood and appreciated by one age might be regarded as a lesson by another.

What should be entertained for our Sovereign, the honours they should be held in, and the protection and benefits we enjoy under their rule, which can easily be understood by all ages, appear to me to be all that is required.

I also think the tea might be associated with some form of amusement if a practical method of doing so can be hit upon.

Another feature of this branch of the programme which strikes me is that it leaves the children at the Peak and some on the lower levels, whose education takes place at home, altogether in the cold.

If any children are to be associated with the Coronation the class I refer to should undoubtedly be included. It would be a comparatively simple matter to assemble them all together and give them an afternoon's enjoyment in the grounds of Mountain Lodge or the Mount, if the owners would kindly lend them for the purpose. Sports and tea would seem to be the best method of entertaining them, and a medal would be a fitting complement to the entertainment.

I also think, since consideration for sympathy with the afflicted is pre-eminently a kingly quality, that some attempt might be made to render the inmates of the Public Hospitals temporarily oblivious to the monotony of their suffering and of their pain.

It is, I think, a matter of regret that no military and naval display is proposed. I quite appreciate the consideration for the Forces which desires to save them from the fatigue of standing for a long time under arms on two close occasions during the hot weather; but it should not be beyond the wit of man to devise some method of display at the Coronation which avoided this. It is, above all things, a time of pomp and ceremony, of demonstration of Government and the powers that be behind Government.

A better opportunity could not be had of bringing home to the large population of this Colony a lively sense of the protection it enjoys while dwelling and trading here, and of the political significance of the Throne and the force supporting the throne.

The display need not be prolonged. All that is required is that it should be effective. A landing of the Kowloon and Naval Forces at various portions of the Colony, and a march by them to Statue Square, where they would join a general gathering of the troops on the Island; culminating in a march round similar to that so recently and impressively carried out, would be all that would be necessary. The saluting point of His Excellency could appropriately be fixed at the Statue of the King himself, and a proclamation or address, or something of that description, by His Excellency would form a fitting finale to an imposing display.

One suggestion I have to make as regards illumination. Why should not a chain of bonfires be lighted on the Kowloon Hills? Given

fine weather it would add enormously to the spectacular effect as compared with lanterns displayed on buildings difficult to view save by piece-meal.

One other suggestion and I come to an end. Since the exercise of mercy is one of the divinest of the prerogatives of kingship, why not associate the commencement of the new reign by an exhibition of kingly clemency in the form of a review of the sentences of the prisoners in the gaol, and a remission of such of them, or such part of them, as might not be considered prejudicial to the public interest. This, I admit, is more a question for the Government than for the Community; but if the Community express the desire the Government should give it every consideration.

I enclose my card, and am, sir, your most obedient servant,

A MEMBER OF THE COMMUNITY.

## MISSIONARIES AND THEIR WORK.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

18th April.

SIR,—I have been interested in the correspondence, published in the *Daily Press*, which has appeared in a London daily on the subject of Missionaries in China. Recently, whilst staying in Canton, I was invited by a friend to visit one or two of the missionary efforts there. The first place was an asylum for the insane. If any person lacked deep respect for medical missionaries a visit to a similar institution would not only immediately remove this want, but would fill him with enthusiasm for the splendid courage and unselfishness of these men, who could earn a good livelihood in their own countries with their comforts and home ties.

The second place was a home for waifs and strays. One little, mite, happy and healthy, had been left on the hills three nights by its mother who watched for it to die, she having been compelled by her family to get rid of it because it was a baby girl. The poor mother could bear the sight no longer and brought it to the missionaries, more dead than alive, as the only people she could turn to for distress.

The third place was a school for blind girls. Here they were learning to be useful members of society, and taught to be Christians, many of whom would otherwise have been sold to lives of shame.

If I ever doubted the value of missionaries and their work my reason would let me doubt it no longer after that short afternoon expedition. Instead, I have become a confirmed supporter of missionary enterprise. Even leaving the spiritual benefits, which are really the most important and lasting, out of the question, from a social and humanitarian standpoint alone the work is a great one, and we are unjust and unreasonable if we withhold our appreciation and support. Also we cannot but respect and admire the selfless devotion and sacrifice of those who are giving up their lives for the service and well-being of others, and this should apply to missionaries as well.

Finally, might I say that I am sure a great deal of the talk against missions and missionaries is thoughtless and due to ignorance. I was recently with a party at Dumb-Bell Island, where there are a number of houses where missionaries from the West River recuperate their health for a short time during the long trying summer of the tropics. The usual careless talk of missionaries doing themselves well in the best places and having good jobs, etc., etc., ensued, and I turned and asked one of the most complaining how he would like to spend a summer there. He declared he would rather die first, and yet a moment before he had been abusing the missionaries for coming for the unhealthy, lonely places up the river for a short time on account of their health. I give this merely as a case of typical anti-missionary attitude, and I marvel for these same people are in many ways of the best type of Britisher. How blind prejudice can be! Surely it is time many of us recognised that we have not been giving missionaries and mission work what we so pride ourselves on, viz.,

## FAIRPLAY.

## THE CHARTERED BANK REPORT.

The directors in submitting to the shareholders the Balance-Sheet and Profit and Loss Account of the Bank for the year ended 31st December last says:—

These show a net profit, after providing for bad and doubtful debts, of \$375,363 13s. 6d., inclusive of £124,168 6s. 4d. brought forward from the previous year. The interim dividend at the rate of Thirteen per cent. per annum paid in October last absorbed £78,030, and a further sum of £21,000 has been appropriated to pay a bonus to the staff. The amount now available is therefore £276,363 13s. 6d., and the directors propose to pay a final dividend at the rate of Fifteen per cent. per annum, making Fourteen per cent. for the whole year; to add £25,000 to the reserve fund, which will then stand at £1,625,000; to add £10,000 to the officers' superannuation fund; to write off premises amounting to £25,000, and to carry forward the balance of £276,363 13s. 6d.

Mr. William Foot Mitchell, of Messrs. Samuel Samuel & Co., Ltd., has been elected a director, and the shareholders are now invited to confirm his election.

The auditors, Mr. Magnus Mowat and Mr. Willam Adolphus Browne, F.C.A., again tender their services.

The dividend, free of income tax, will be payable on and after Wednesday, the 5th April. By order of the board,  
Wm. Hoggan,  
Secretary.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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**The Daily Press.**

HONGKONG, APRIL 20TH, 1911.

It is much to be regretted that the skeleton programme of the Coronation festivities which the committee submitted for the approval of the public meeting on Tuesday was not previously advertised. We share the opinion of the correspondent whose letter we publish to-day when he says the programme hardly seems to be an ideal one, and it is satisfactory to see that though the programme was approved by the public meeting, which—doubtless through being inadequately advertised—was attended by not more than fifty persons, suggestions for its improvement are still welcomed by the committee. The writer of the letter which appears in another column to-day offers some valuable suggestions that the Committee might with advantage take into consideration. We cannot believe that the Coronation will be celebrated in Hongkong without a Naval and Military display, of some kind, and it is disappointing to find that the Committee which has been deliberating for weeks past on a scheme of celebrations was not able to submit to the public meeting a programme showing that the co-operation of the Naval and Military authorities had already been enlisted. Perhaps the Committee has regarded this as rather outside its province, though we do not see how they can very well draw up a programme without first ascertaining what the Naval and Military authorities











## CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.  
CHINESE SECTION.

NOTICE IS HEREBY GIVEN that the Portion of the Second Section of this Railway extending from SIEN TSUN to SHEK LUNG will be Opened to Traffic on the 24th instant.

## DAILY PASSENGER TRAINS.

DOWN TRAINS.		No. 1.	No. 3.	No. 5.
(CANTON TO SHEK LUNG)				
CANTON (TAI SHA TOW) ...	Departure	7.30 A.M.	11.00 A.M.	3.05 P.M.
SHEK LUNG ...	Arrival	9.58 A.M.	1.28 P.M.	5.28 P.M.
UP TRAINS.		No. 2.	No. 4.	No. 6.
(SHEK LUNG TO CANTON)				
SHEK LUNG ...	Departure	7.35 A.M.	11.05 A.M.	3.05 P.M.
CANTON (TAI SHA TOW) ...	Arrival	10.03 A.M.	1.33 P.M.	5.33 P.M.

Further particulars will be given by the Traffic Manager on application.

By Order,

THE ADMINISTRATION. 1607

Canton, 14th April, 1911.

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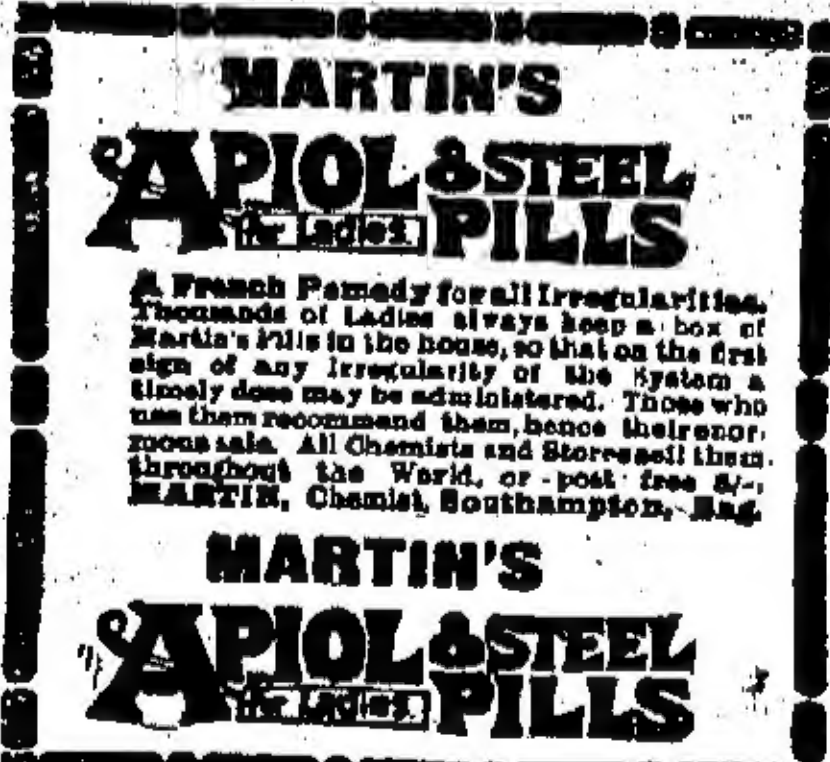
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## RACE TO THE SOUTH POLE.

BRITAIN, JAPAN, AND NORWAY  
AS RIVALS.

Three Antarctic expeditions are engaged in a thrilling international race with the South Pole as the goal. They are:—

The British expedition under Captain Scott. Captain Roald Amundsen's Norwegian expedition in the *Fram*. A Japanese expedition under Lieutenant Shirase.

The British expedition under Captain Scott sailed in the steamer *Terra Nova* from Port Chalmers, New Zealand, on November 29 last, and consisted of fifty-eight officers and men, thirty-five dogs, nineteen ponies, two rabbits, and two cats. The winter station was located at Cape Evans, and, according to the last news, Captain Scott has gone on a sledge journey to the south, with twelve men, eight ponies, and two teams of dogs. He expects to be absent from Cape Evans for two months.

The Norwegian expedition under Captain Amundsen went to the Antarctic in the steamer *Fram*, and is wintering in the Bay of Whales, in longitude 164° W. The expedition consists of eight men and 116 Greenland dogs, and has full equipment for a journey to the Pole.

The Japanese expedition, under Lieutenant Shirase, sailed from Yokohama, Japan, on February 10, 1911, in the *Kainan Maru*, a three-masted schooner, and is making good progress towards the South Pole.

It was only after great difficulty that her officers were able to make it understood that they were bound for the South Pole.

This little craft, the *Kainan Maru*, represents Japan in the great international race to the Antarctic, in which the prize is the Pole itself. She is competing against the British expedition under Captain Scott, and the Norwegian expedition under Captain Amundsen, and the quiet courage of her little band of navigators and scientists, who are pushing southward to what many experienced New Zealanders believe to be almost certain death, has excited universal admiration throughout the Dominion.

The *Kainan Maru* is more heavily handicapped in her race to the Pole than either the British or Norwegian expeditions, for she is smaller, and, to ordinary observers, inadequately equipped for two rigorous winters in the Antarctic, to say nothing of the dangers of the final dash which a picked party will make from the southernmost base.

When I boarded the *Kainan Maru*, while she was coaling in the stream, I found Lieutenant Shirase, the leader of the expedition, full of confidence.

The schooner is a stanch little vessel, built of wood, specially with wood and iron clippers, bowed, and with rakish masts. She is fitted with auxiliary steam power capable of developing about five knots an hour.

Twelve dogs, which will be used for the final journey across the ice, had quarters on deck. Three dogs died during the seventy-one-day voyage from Yokohama, but the rest are in good condition.

Six sledges, built according to Japanese ideas, will carry the stores of the South Pole party. They are constructed of bamboo, with hard wood runners faced with steel, and although very light, are strong, and, in the opinion of the officers, quite capable of withstanding the great strain which must be expected in the arduous journey to and from the goal.

The total number on board the *Kainan Maru* is twenty-seven, including officers and men. None of them has any knowledge of English, except the second officer, Mr. T. Isosaki, whose vocabulary consists of only a few words. The port authorities searched vainly throughout Wellington without finding any persons among the 80,000 inhabitants who could speak Japanese.

Communication was thus very difficult, but the patience and urbanity of the Japanese, coupled with the stolid determination of the New Zealanders, and assisted by an Anglo-German-Japanese dictionary picked up from among some forgotten books in a library, finally enabled the visitors to make known their wants. Mr. Yang Liang Hwang, the Chinese Consul-General, was able to render assistance by means of writing certain Chinese characters which the Japanese understood.

Lieutenant Shirase expected to reach the ice early in March, and to establish his winter base at a spot which is believed to be Biscoe Bay, in King Edward VII. Land, west of McMurdo Sound.

When the officers were asked, by means of Chinese signs, when they expected to reach the Pole, they replied, in the same way, "Twelve months to get to the top."

The Wellington Customs authorities made the following inventory of the supplies on board the *Kainan Maru*:

90 bushels of rice	5 boxes brown bread
2 bags peas	90 bags of flour
3 dozen casks	1 bag koya beans
wheaten bread	2 bags arrowroot
40 dozen tins meat	12 casks pickled plums
143 casks Takawanzuke	12 casks Rakyo
4 boxes butter	5 boxes meat
3 dozen casks sauces	2 boxes onions
2 boxes coffee	10 bags salt
5 boxes rice bread	3 sacks potatoes
60 pounds tobacco	2 boxes tea

No special foods are being taken. The officers explained that they will not make any change in their ordinary diet, except that more meat will be eaten than usual.

## WEATHER REPORT.

On the 19th at 11.55 a.m.—The depression lying over the E. part of the Sea of Japan yesterday is moving into the Pacific to the North of Hokkaido.

The barometer has risen considerably in S. Japan and fallen rapidly over N. China. A deep depression has advanced Eastwards over the continent and reached the Gulf of Pechili.

Areas of high pressure are lying over W. China and over the Pacific between the Loochoos and the Bonins.

Fresh N. and N.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: (N. winds, moderate; rain; cloudy, some rain.)  
Formosa Channel: (Variable winds, moderate.)

## THE WORLD'S PEACE

AND  
HOW TO SECURE IT.

[FROM THE "DAILY MAIL"]

Sir Edward Grey's dramatic anticipation that, at no distant date, "armies will become the police of the world" summaries in a sentence the ambition of some humanitarianism applied to the world's armaments.

The *Express* has always vehemently insisted on the necessity of an unchallengeable British Navy and a sufficient and efficient British Army. It insists on these safeguards to-day. We have emphasised in season and out of season our need of such a Navy and Army, not, as Mr. Hardie suggested in the House of Commons, because any section of Englishmen or any individual Englishman wishes for a moment forcibly to prevent the development of German trade, but because we believe that under the circumstances of the modern world, such weapons of defence the continuance of the Empire, the national existence, and the liberties of the people are impossible.

Although we have been among the most optimistic in exposing the folly of economising and the importance of an untimed expenditure on the Army and the Navy, we are not blind to the serious results of the enormous expenditure forced upon the modern world by the necessities of defence and the development and variety of warships and guns.

The following table gives the yearly armament expenditure of the principal countries of the world:—

	Naval.	Military.
GREAT BRITAIN	£40,603,700	£31,145,850
FRANCE	15,023,019	35,920,000
GERMANY	21,235,090	42,607,910
RUSSIA	9,723,547	53,242,050
ITALY	7,319,766	14,677,820
UNITED STATES	27,474,454	33,675,458
JAPAN	7,590,362	7,379,793

£128,999,965 £218,646,961

These figures, which are for the year 1910-11, show that the seven leading nations of the world spend over 340 millions sterling yearly on armaments.

We do not accept the contention of the extreme Radical-Socialists that this colossal sum is absolutely wasted as it were, by a man throwing sovereigns into the sea. A large proportion of it is actually spent in wages and encourages highly skilled labour, and this is an issue which cannot be for-often, particularly in Great Britain, where every year thousands of men are degraded from the ranks of the citizen to the sordid cohorts of casual unskilled labourers.

But, this consideration aside, it must be remembered that these millions are direct tax on industry, on enterprise, on ingenuity, and on originality.

No community can be taxed beyond a certain point. When that point is passed men cease to work and cease to care, and are rather content to die by the wayside than to spend laborious days in amassing profits which are to be handed over to the tax-collector. Such a state of affairs has actually occurred in Asia Minor under the Turks and in France before the Revolution.

It is a matter of supreme importance to us all, Unionists and Radicals, Conservatives and Progressives, whether we have not in Great Britain and other European countries very nearly reached the ultimate point of taxation and whether the Government is not now taking from the country's citizens as much as they can possibly pay and as the industry are to be hindered and hampered. This, I fear, would mean direct and progressive decrease in the capacity of the country to pay its present taxes in each succeeding year.

We desire to make it quite clear that we regard these armaments as absolutely inevitable and necessary for the moment. We desire to reaffirm our conviction that while others are arming, we must arm, too. But we have sufficient belief in the common sense and in the imagination of humanity to believe in the possibility of a way out. President Taft has hinted at an arbitration treaty between Great Britain and the United States, which would go much further than any such treaty has gone before. He would refer to arbitration even questions that touch the honour of either nation, thus making war not only inconceivable, but absolutely impossible.

There is no doubt whatever that a similar treaty would be welcomed by France, thus creating a great Peace League, with three Great Powers as the backbone. Into this League would come the smaller nations, eagerly, enthusiastically, if for no other reason than that of Self-Preservation.

The men, the money, and the definitely agreed-upon fighting machines controlled by such a Holy Alliance would be quite sufficient for an effective pronouncement that there must be no war, and that the country that deliberately attacked or threatened another would be regarded as an enemy of humanity, and would be dealt with in exactly the same way as the individual citizen of any country is dealt with by that country's police force.

The peace of the world and the transformation of the swords into plowshares can be evidently only brought about by universal acceptance of the status quo. There is, as a matter of fact, practically no room in the world for the expansion of territory. There can be no further "grabbing." Each nation must be content with what it has, and must use its resources and its ingenuity in internal development.

The two countries with territorial ambitions that might supply the hindrance to a Peace League are Japan and Germany. Austria only has ambitions when it accepts its policy from Berlin, and great and splendid as are the Japanese and the Germans, they could not stand against the will of the rest of the peoples. They, too, would be forced to accept the limitations to turn their voraciousness and persistence towards the goal of that more real national greatness, marked not by the conquest of countries, but by the augmenting of individual happiness.

It must not be supposed, of course, that we are in favour of immediate and general disarmament. That would be absurd, for it would debilitate trade and throw hundreds of thousands of men out of employment. It must be a gradual process. The workmen released from the works must be assimilated in other employment which would naturally be forthcoming owing to the release of so much capital from shipbuilding expenditure. The same applies to the soldiers and sailors thus released. Economically, in the end, after a certain number of years we should all be gainers.

Disarmament at present is merely a dream. It does not belong to the realm of present-day practical politics, but an Anglo-American agreement is not only feasible, but extremely likely. We believe the Government has plans already far advanced towards a realisation of this object, and we hope these plans will not be frustrated by politicians seeking a momentary party advantage.

## ANÆMIA AND ITS VICTIMS.

A NEW SCIENTIFIC REMEDY.

Only those who have suffered from Anæmia can have any idea of the feeling of weakness, lassitude and inability to undergo exertion, whether mental or physical, which this condition induces.

As everyone knows, it is due to a deficiency of iron in the blood as well as to a large decrease in the number of the red corpuscles which contain this all-important element for the body's welfare.

It used to be the custom to rely entirely on various preparations of iron to cure this bloodless condition, which makes the sufferer thin, pale and waxy looking, short of breath, dizzy, and causes palpitation, faintness, etc., etc. Iron, however, is by no means the sovereign remedy it was once believed to be, for more iron can be given in a day than is contained in the whole of the blood without doing any good.

The preparation which acts like a charm in improving the quality of the blood is Sanatogen, as modern research has shown. This tonic food, which is the most scientific preparation known to Science, stimulates the blood-forming organs to their utmost. The result is that the red corpuscles are made in great numbers and the vital iron is rapidly restored to them. This has been strikingly shown in innumerable cases.

The *General Practitioner*, May 20th, 1905, reports this case:—"A girl, aged 17, with 3,900,000 red blood corpuscles per cubic centimetre, after three weeks' use of Sanatogen, showed an increase of 500,000 red corpuscles per cubic centimetre."

Dr. F. Schmin, Private Physician to the Czar of Russia, writes:—"My daughter, who was very nervous and anæmic, has been greatly benefited by the prolonged use of Sanatogen. Her appetite improved, her weight increased, and the colour of her skin became healthier."

Sanatogen may be obtained at all chemists. [105-340]

We are mainly concerned in this matter in pointing out what we in this country stand to gain. We want money for the development of technical and scientific education; for the initiation of industrial insurance, for the founding of land banks and the encouragement of agriculture, for the sweeping away of the terrible city slums, for the improvement of our means of transport—and for a thousand other things. Great Britain cannot afford to neglect these things. Social measures of real and active Social Reform are in opposition to the machinations of Socialists dreamers and faddists, who merely talk and never act.

Until by international agreement we are able, safely and patriotically, to care for our national existence, to reduce our expenditure on armaments, Social Reform must wait. But while there is no such Peace League we must remain armed to the teeth, prepared to meet aggression at every point.

We must begin first with the United States. That in itself will be a tremendous advance towards the Peace of the World.

## ITALY'S JUBILEE.

SPEECH BY KING VICTOR.

The anniversary of the proclamation of Rome as the capital of United Italy was celebrated last month amid great popular rejoicing. The principal ceremony took place at the Capitol in the presence of the King, the Mayor of Rome, Senator Luzzatti, and the other members of the retiring Cabinet, the Diplomatic Body, the members of the Collar of the Annunziata, Senators, Deputies, and high State officials.

The whole city was decorated with flags, and along the route were Venetian masts, with national and municipal flags, and the coats of arms of the hundred towns of Italy. British and American flags were also conspicuous.

At the Capitol the Royal party was received by Signor Nathan, the Mayor, Signor Luzzatti, and Count San Martino. As their Majesties entered the Senatorial Hall to the strains of the National Anthem all present stood and cheered. The King, having taken his seat on the Throne, proceeded to deliver his Speech. His Majesty said:

On the Capitol, which the greatest of Latin poets prophesied would be as eternal as Rome, the free representatives of Parliament and municipalities are gathered round the King, living symbols of indissoluble political unity and local liberties. I greet you, and recall the thinkers, heroes, and martyrs to whom we owe our country. In such a national gathering as this the vow to make Italy more and more free, happy, and respected in the world rises fervent and irresistible from our hearts. While we are legitimately inspired in our aspirations to better fortunes, it is necessary to recognise that the effect of long centuries of division and servitude cannot be remedied in a short time. Our country has passed through a period more unhappy even than that described by the Florentine secretary (Machiavelli), when, lacking in harmony of heart and arms, wanting the discipline of character and the spontaneous obedience to law which constitute the substance of life and safety, power was torn from a civil and military, all virtue of thought, and conquered and a coward Italy, and our present aim is to look upon those calamitous depths in order to gauge the titanic effort of which the national spirit was capable, to change the lot of a debased people into that of a people free and jealous of its rights.

Do not let us forget in our virile modesty the rôle that history has assigned to Italy. By the reconquest of our unhappy, disjointed provinces Italy expressed the irrefragable right of nations to live an independent life. With Henry as her capital Italy represents that peaceful co-existence of churches with the State which guarantees full and fertile liberty to religion as well as to science. This work of the regenerating fathers of our country cannot appear a less lofty one than that of the two preceding ages of Rome. My late revered father once said in a speech that amid the majestic ruins of our ancient greatness we must not let our modern greatness appear too slight.

Owing to the spirit of the age our ancient greatness was universal, the modern is national. In the first case we had a Roman Italy; in the second we have an Italian Rome. The first was an expression of force, the second an expression of right, and, like every right, Italian Rome is inviolable. Italy is devoted to independence; her whole people will know how to guard their, which is the heritage of all their history, ancient and modern, and will contribute by works of peace to the universal progress in the continual advance towards ever loftier ideals. It is prophetic that of all the emperors there remains on the hill consecrated to our Consul Fasti and Roman institutions—the Capitoline Hill—only the statue of Marcus Aurelius welcoming the triumph illuminated by the austere light of stoical virtue—a sacred and auspicious representation of the cult of moral and civil law which our country wishes to observe, having confidence in an assured future of prosperity and glory.



NAPIER JOHNSTONES'

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UNVARIED FOR OVER

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## A WOMAN'S TRIBUTE

TO THE VALUE OF DR. MORSE'S  
INDIAN ROOT PILLS WHICH  
ENSUREPERFECT HEALTH, RICH BLOOD, CLEAR COM-  
PLEXION, SWEET BREATH and regularity  
in all the functions.Mrs. E. DE LAFOITAINNE writes to us  
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Gentlemen,—I have for some time been an admirer of Dr. Morse's Indian Root Pills. Since I began to use them I have had excellent health; I have kept myself regular and strong by their use. The South China climate is at all times particularly trying to ladies, but your pills give tone and vigour and overcome these troubles. I always recommend them to my friends as a safe and reliable corrective and promoter of regularity.

I am, dear Sir,

Yours very truly,

Mrs. E. DE LAFOITAINNE.

The remarkable power of Dr. Morse's Indian Root Pills to overcome female ailments and restore health to sick and delicate women is well and widely known. They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headache, Bloating, Liver and Kidney troubles and all irregularities.

For Sale by all Druggists, Chemists and Medicine Dealers.

WATKINS, LTD.,

Wholesale and Retail Agents,  
Hongkong.

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As a Rule  
you find that the longer  
people have used it, the  
less inclined they are to  
go without it.

Calvert's  
Tooth Powder

They know—they can tell from their teeth—how well the dentifrice does what they want, that food particles are never allowed to accumulate round teeth which are kept so beautifully clean. Then it contains the antiseptic properties needed, and it polishes without scratching the enamel, and is distinctly pleasant to use.

Your local Chemist or Store is sure to stock and sell it.  
F. C. CALVERT & Co., Manchester, Eng.

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LOSS  
OF  
MEMORY  
and  
DEBILITY  
and

to  
read the  
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CHAPOTEAU'S  
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It increases vital energy and nerve  
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Anæmia, and nervous diseases in adults  
and children.

IN CAPSULES, IN WINE, AND IN SYRUP











## SHIPPING

## ARRIVALS.

CHUNHANG, British str., 1,418, Matlock, 18th April—Port Courbet 15th, April, Coal—Order.

DAIGI MARU, Japanese str., 846, H. Murayama, 19th April—Swatow 18th April, General—Onaka Shosen Kaisha.

HAIRYANG, British str., 1,362, A. E. Hodgins, 19th April—Foonchow via Swatow 16th April, General—Douglas, Lapraik & Co.

HANGCHOW, British str., 1,409, E. Anders, 19th April—Hongay 16th April, Coal—Hamburg-America Line.

JARRET, British str., 2,904, J. Taylor, 19th April—Shanghai 16th April, General—Buttfield & Swire.

LIAN, British str., 1,914, Canton, 19th April—General—Douglas, Lapraik & Co.

ROMANY, British str., 1,234, McDonnell, 18th April—Singapore 12th April, Petroleum—Asiatic Petroleum Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 19th April.

Chunhang, British str., for Canton.

Laertes, British str., for Singapore.

Ningpo, British str., for Shanghai.

Quinta, German str., for Hothow.

Yamato, Japanese str., for Woonung.

Tomon, Japanese str., for Mikko.

Tindus, German str., for Hothow.

## DEPARTURES.

19th April.

BENAVON, British str., for Nagasaki.

BORNO, British str., for Singapore.

BYO MARU, Japanese str., for Moiti.

CHICAGO MARU, Japanese str., for Nagasaki.

CHINA, Austrian str., for Shanghai.

HAICHING, British str., for Amoy.

HAIMUN, British str., for Canton.

HANGCHOW, British str., for Ningpo.

HANOI, French str., for Pakhoi.

KLEIST, German str., for Europe, &c.

KOPLOON, German str., for Shanghai.

NINGPO, British str., for Canton.

SOGITU MARU, Japanese str., for Swatow.

TERRECE, British str., for Kuchinotzu.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**

The P. M. S.S. Co. str. *Monteagle* arrived at Manila on the 15th inst., and will leave that port on the 20th inst., arriving at Hongkong on the 22nd inst.

The T. K. K. str. *America* arrived at Yokohama on the 14th inst., and left that port for Hongkong with U.S. mail on the 17th inst. to Kobe, Nagasaki and Shanghai.

The P. M. S.S. Co. str. *Peria* sailed from San Francisco on the 12th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 10th prox.

The P. M. S.S. Co. str. *Korea* sailed from San Francisco on the 18th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th prox.

**THE AUSTRALIAN MAIL.**

The L. G. M. str. *Prinz Sigismund* left Sydney on the 5th inst., at 11 a.m., and may be expected here on or about the 30th inst.

The F. & A. str. *Albion* left Sydney on the 12th inst., for this port (via Queensland Port, Port Darwin and Manila) and is due here on or about the 5th prox.

**THE INDIAN MAIL.**

The *Agave* str. *Agave* from Calcutta left Singapore on the 14th inst., and may be expected here to-day.

**MERCHANT STEAMERS.**

The H. A. Line str. *Byern* left Singapore on the 14th inst. at 4 a.m., and may be expected here to-day.

The P. O. S. N. Co. str. *Sanata* left Singapore for this port on the 15th inst., at 9 a.m., and is due here to-day at about 10 a.m.

The *Hansa* str. *Wienfeldt* left Shanghai on the 17th inst., at 1 p.m., and may be expected here to-day p.m.

The *Agave* str. *Japan* from Shanghai, Kobe and Moji may be expected here to-morrow.

The *Olaf Wijk & Co.* str. *Peking* left Sebang on the 18th inst., and is expected here on the 24th inst.

The N. Y. K. str. *Tosa Maru* (Hombay Line) left Bombay for this port via Singapore on the 7th inst., and is expected here on the 24th inst.

The *Mogul* Line str. *Pathan* left United Kingdom on the 12th ultimo for Hongkong via Sait.

The *Mogul* Line str. *Loral* left United Kingdom on the 10th inst. for Hongkong, via the Straits.

## STEAMERS PASSED THE CANAL.

March 24th—*Alcinous*, *Bayers*, *Candia*, *Hysan*, 25th—*Benbow*, *Kawachi Maru*, *Nipponia*, *Pathan*, *Peking*, *Sirovita*, *Indra*, 31st—*Calcutta*, *Cyprus*, *Sithonia*, *Thessaly*, April 4th—*Bracana*, *Indrapura*, *Koya Maru*, 7th—*Alcinous*, *Hysan*, *Nile*, *Pothos*, *Polychronis*, *Syria*, *Hecuba*, *Lerche*, 11th—*Benbow*, *Ulo*, *fontein*, *Breconshire*, *Eckersley*, *Franz Ferdinand*, *Marina*, *St. Hugo*, 18th—*Atsuta Maru*, *Brasilia*, *Budon*, *Ceylon*, *Glenary*, *Iyo Maru*, *Kanagawa Maru*, *Nachon*, *Nera*, *Nippon*, *Nore*, *Prometheus*, *Scandia*, *Silvia*, *Princess Alice*.

## ARRIVALS AT HOME.

April 18th—*Denonville*, *Illios*, *Katona*, *Lee-mun*, *Specie*.

## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE.

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FOR BOSTON AND NEW YORK.

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For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 20th April, 1911. [446]

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malah Coast.)

## THE Steamship

"AFGHAN PRINCE," Captain Thomas, will be despatched for the above Ports on or about 18th May, 1911.

For Freight and Passage, apply to ARNHOLD, KARBURG & Co., General Agents.

Hongkong, 19th April, 1911. [614]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL	ASSAYE	Brit. str.	11th str.	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	PALEMA	Brit. str.	11th str.	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	On 3rd May, at 10 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARIVA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	About 17th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINE	On 10th May.
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	H. Kruse	MELCHERS & Co.	On 25th May.
HAVRE, ROTTERDAM & HAMBURG, &c.	BERNFELS	Ger. str.	k.w.	Elbo	HAMBURG-AMERIKA LINE	About 3rd May.
HAVRE, BREMEN & HAMBURG, &c.	SURVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERIKA LINE	To-day.
MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE	Ger. str.	—	W. Gregory	JARDINE, MATHESON & Co., Ltd.	On 10th May.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 22nd inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Homma	HAMBURG-AMERIKA LINE	On 28th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 10th May, at D'light
TRIESTE, &c. via SINGAPORE, &c.	HAYERN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 10th May, at D'light
NEW YORK	AUSTRIA	Aus. str.	—	Raich	SANDER, WIELER & Co.	On 3rd June.
BOSTON & NEW YORK via PORTS & SUZ CANAL	MONTROSE	Brit. str.	—	Thomas	DODWELL & Co., Ltd.	About 26th May.
BOSTON & NEW YORK	AFGHAN PRINCE	Am. str.	—	—	—	About 4th May.
VANCOUVER via SHANGHAI, JAPAN, &c.	MATPOO	Brit. str.	—	—	—	About 18th May.
VANCOUVER via SHANGHAI, JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	—	—	—	About 25th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	1m.	—	—	About 11th May.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTAGLE	Brit. str.	2m.	W. Davison	CANADIAN PACIFIC R. Co.	On 29th inst., at 6 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	YAMATO MARU	Jap. str.	—	K. Noda	CANADIAN PACIFIC R. Co.	On 28th June, at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	—	On 25th inst., at Noon
VANCOUVER, B.C. & SEATTLE via SHANGHAI, &c.	SUBURIC	Brit. str.	—	Trizawa	NIPPON YUSEN KAISHA	On 25th inst., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	ASIA	Brit. str.	—	F. S. Cowley	OSAKA SHOSHEN KAISHA	On 2nd May, at D'light
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	H. Gaudinger	THE BANK LINE, LIMITED	On 23rd May, at 4 p.m.
BEIRA, DELAGOA BAY, DURBAN, &c.	KATANGA MARU	Jap. str.	—	A. G. Stevens	PACIFIC MAIL S.S. Co.	On 4th May.
PORTLAND via JAPAN	KATANGA	Brit. str.	—	—	—	On 29th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	RYOJA	Ger. str.	—	Elvind Meyer	TOYO KAISEN KAISHA	On 29th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Jap. str.	—	F. Iscke	THE BANK LINE, LIMITED	On 5th May, at 1 p.m.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	PORTLAND & ASIATIC S.S. Co.	On 8th May.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	M. Hagino	MELCHERS & Co.	On 22nd inst., at D'light
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	D. Lons	NIPPON YUSEN KAISHA	On 12th May, at Noon
JAPAN, HONOLULU, MANZANILLO, &c.	PRINZ SIGISMUND	Ger. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 9th June, at Noon
JAPAN	YAWATA MARU	Jap. str.	—	H. Hinokuma	MELCHERS & Co.	On 27th inst., at 11 a.m.
JAPAN	HONGKONG MARU	Jap. str.	—	J. B. v. Damme Jellish	NIPPON YUSEN KAISHA	About 2nd May.
JAPAN	TIJANAS	Out. str.	—	Hooker	NIPPON YUSEN KAISHA	On 10th May, at Noon
JAPAN	HUTCHISON	Brit. str.	1m.	F. Moorey	TOYO KAISEN KAISHA	On 17th June, at 1 p.m.
SHANGHAI	CHITSHING	Brit. str.	—	F. Meitired	JATA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	WUWU	Brit. str.	—	M. Courtney	BUTTERFIELD & SWIRE	On 25th inst., at D'light
SHANGHAI	CHOYBAO	Brit. str.	—	Jäger	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at D'light
SHANGHAI	BAIYEN	Ger. str.	k.w.	C. C. Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	LIAN	Brit. str.	—	W. R. Le Mare	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI	SUMATRA	Brit. str.	1m.	Henson	HAMBURG-AMERIKA LINE	To-day, at 4 p.m.
SHANGHAI	PEKING	Swed. str.	—	—	—	To-day, at 5 p.m.
SHANGHAI	CHINFA	Brit. str.	1m.	—	—	On 24th inst.
SHANGHAI	CHOSHUN MARU	Jap. str.	—	—	—	On 22nd inst., at M'night
SHANGHAI	TOSA MARU	Jap. str.	—	H. Nomura	OSAKA SHOSHEN KAISHA	On 26th inst., at 8 a.m.
SHANGHAI	DELTA	Brit. str.	—	B. W. H. Snow	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI	PEKING	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	PRINCEPS	Brit. str.	k.w.	—	—	About 2nd May.
SHANGHAI	TJILIVONG	Dut. str.	—	Van D. Julink	MELCHERS & Co.	About end of April.
SWATOW	DAIGI MARU	Jap. str.	—	—	—	On 5th May.
SWATOW	NINGPO	Brit. str.	1m.	—	—	Quick despatch
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 23rd inst., at 10 a.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	To-day, at 2 p.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 23rd inst., at 10 a.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 23rd inst., at 11 a.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 23rd inst., at 11 a.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	To-day, at 4 p.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 22nd inst., at 2 p.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 25th inst., at 4 p.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 29th inst., at 4 p.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	About end of April.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 2nd May.
SWATOW	HAICHING	Brit. str.	2h.	—	—	To-morrow, at Noon.
SWATOW	HAICHING	Brit. str.	2h.	—	—	On 25th inst., at 4 p.m.
SWATOW	HAICHING	Brit. str.	2h.	—	—	Quick despatch.

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From Quebec.

"EMPERESS OF INDIA" Sat., 29th April  
 "EMPERESS OF JAPAN" Sat., 20th May  
 "EMPERESS OF CHINA" Sat., 10th June  
 "EMPERESS OF MONTAGLE" Wed., 23rd June  
 "EMPERESS OF INDIA" Sat., 1st July  
 "EMPERESS OF JAPAN" Sat., 22nd July

Steamships leave HONGKONG at 6 P.M.

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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPERESS" steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

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Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

## PORTLAND &amp; ASIATIC S.S. CO.

## OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL

"RYGJA" 3,807 Elvind Meyer To 8th May

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT. [49]

KING'S BUILDING, (Opposite Blake Pier).

## NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL

MANILA, YAP, ANGAUR, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE

"PRINZ WALDEMAR," Capt. F. Iscke, 6,100 {Saturday, 22nd April, at D'light

KUDAT and SANDAKAN... "BORNEO" 5,050 {About end of April

KOBE and YOKOHAMA... "PRINZ SIGISMUND," 6,000 {About 2nd May.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 7th April, 1911.



## PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI 4,000 S. Crosby Manila, Cebu & Iloilo On 20th April, 4 p.m.

ZAFIRO 4,000 M. C. Smith Manila, Cebu & Iloilo On 29th April, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG, 12th April, 1911. PHILIPPINES S.S. CO. [13]

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD FOR MARSEILLES, LONDON AND ANTWERP.

## THE Steamship

"GLAMORGANSHIRE," Captain W. Gregory, will be despatched as above on 22nd inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 12th April, 1911. [573]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KACCHI, ADEN, SUZ & PORT SAID. (Taking Cargo at through rates to the BRITISH, PERSIAN GULF, Red Sea, BLACK Sea, LEVANT, VENICE, and ADRIATIC PORTS).

## THE Company's Steamship

"AUSTRIA," Capt. Raich, will be despatched as above on WEDNESDAY, 26th APRIL.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight, apply to

SANDER, WIELER &amp; Co., Agents.

Hongkong, 31st March, 1911. [3]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR GUYANA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE," Captain E. W. Cookman, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay and Colombo on SATURDAY, the 29th April, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOBEA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

8th and Valuable, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the "S.S. 'EYRE' due in London on the 9th June, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

D. A. HEWETT, Superintendent.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SUMATRA and YOKOHAMA	DELTA	5 P.M., 20th April	Freight and Passage.
SHANGHAI	DELTA	About 27th April	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon, 29th April	See Special Advertisement.
SHANGHAI, MOJI, KOBE, PESAWUR and YOKOHAMA	Capt. G. W. Cockman, R.N.R.	April	
SHANGHAI	DELTA	About 2nd May	Freight only.
LONDON and ANTWERP via SINGAPORE, PE. PALMA, NANG, COLOMBO, and PORT SAID	Capt. E. W. Bruce	10 A.M., 3rd May	Freight only.
LONDON and ANTWERP via SINGAPORE, PE. SICILIA, NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. H. Watkins, R.N.R.	About 17th May	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 20th April, 1911.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"NINGPO"	On 20th April, 2 P.M.
SHANGHAI	"LINAN"	On 20th April, 4 P.M.
CHENGHO and NEWCHANG	"WUHU"	On 21st April, 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd April, 4 P.M.
TIENTSIN	"HUICHOW"	On 25th April, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 25th April, 4 P.M.
DIRECT SAILINGS TO WEST RIVER	"SANTU"	Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE—45 SINGLE and 80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

[10]

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE and YOKOHAMA:		
S.S. BAYERN	26th April	
S.S. BREITENBURG	6th May	
S.S. SCANDIA	18th May	
S.S. SLAVONIA	4th June	
S.S. SEGROVIA	15th June	
S.S. SPEZIA	1st July	
S.S. SILESIA	12th July	
S.S. C. FERD. LARISZ	28th July	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

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# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG and CALCUTTA	"KUMSANG"	Friday, 21st April, Noon.
MANILA	"LOONGSANG"	Saturday, 22nd April, 2 P.M.
TIENTSIN via SWATOW and WEL-	"CHIPSANG"	Sunday, 23rd April, 4 P.M.
HAUWEI		
SHANGHAI	"CHOYSANG"	Monday, 24th April, Noon.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

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# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOI AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 21st April, at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 25th April, at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 28th April, at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 23rd April, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blais Pier).

For Freight and Passage, apply to—

DOUGLAS, LARPAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 20th April, 1911.

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# U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

## SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 5th Sept., at 1 P.M.

\* Twin Screw.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG to LONDON £71.10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Those Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

## INTERMEDIATE SERVICE.

ASIA..... 9,500 Tons..... FRIDAY, 21st April, at 1 P.M.

PERSIA..... 9,000 Tons..... FRIDAY, 19th May, at 1 P.M.

CHINA..... 10,200 Tons..... FRIDAY, 16th June, at 1 P.M.

THE S.S. "ASIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st April, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic First Class. £43.

HONGKONG to SAN FRANCISCO via New York " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 26th April, at Daylight
	AKI MARU Capt. K. Homm	7,000	WED'DAY, 10th May, at Daylight
	MISHIMA MARU Capt. A. E. Moss	9,000	WED'DAY, 24th May, at Daylight
	KAMAKURA MARU Capt. B. Kou	7,000	SATURDAY, 20th May, from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 25th April, at Noon
	SAWA MARU Capt. Iizawa	7,000	TUESDAY, 23rd May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th May, at Noon
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon
	TOSA MARU Capt. H. Nonaka	6,000	WED'DAY, 26th April, at 11 A.M.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 27th April, at 11 A.M.
BOMBAY via SINGAPORE, COLOMBO and	BINGO MARU Capt. S. J. G. Parsons	5,000	TUESDAY, 2nd May, at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. J. Nagao	5,000	WED'DAY, 10th May, at Noon

§ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.  
‡ Calling at Keelung and Shimon.

## PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.  
To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	RATES OF PASSAGE.
KAMO MARU	9000	26th April	" " "	1st Class S 550.00
AKI	7000	10th May	" " "	2nd Class S 360.00
MISHIMA	9000	24th "	" " "	1st Class S 500.00
KAGA	7000	7th June	" " "	2nd Class S 330.00
				R 495.00

Steamers. Tons. Leave H.K. To Pacific Coast Common Points:

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:	RATES OF PASSAGE.
TAMBA MARU	7000	25th April	" " "	1st Class S 230
AWA	7000	23rd May	" " "	2nd Class S 221
INABA	7000	20th June	To London via New York:	1st Class S 260
			via St. Lawrence:	1st Class S 259

For further information as to Freight, Passage, Sailings, &c., apply to  
14-40 T. KUSUMOTO, MANAGER.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCUL. R. NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINESE OFFICE—LUDGATE CIRCUS LONDON, E.C.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bond	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Groves	FRIDAY, June 30th, 1 P.M.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

## SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hirokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

## FARES FROM HONGKONG,

TO	FARE
SAN FRANCISCO	\$ 45.00, Single
NEW YORK	\$ 60.00, "
LONDON	\$ 71.00, "
"	\$ 120.00, Return 6 Months
SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurians in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train services, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"CANADA MARU"		TUESDAY, 2nd May, at Daylight
VICTORIA, B.C. & TACOMA via KEBELUNG, NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6178	TUESDAY, 16th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICES

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, AMOI	"DAIGI MARU"	SUNDAY, 23rd April, at 10 A.M.
SHANGHAI via SWATOW, AMOI & FOCHOW	"CHOSHUN MARU"	WED'DAY, 26th April, at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

7031 S. HIROI, MANAGER





